The GARDEN of the GULF

Prince Edward Island.

The EDITH *and* LORNE PIERCE
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Queen's University at Kingston

An Island Evangeline.

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Provincial Building and Queen Square Gardens, Charlottetown.

THE GARDEN OF THE GULF:

Prince Edward Island.

AND ITS HANDSOME AND DELIGHTFUL CAPITAL

CHARLOTTETOWN.

BEING PICTURES AND DESCRIPTION OF THE CHARMS OF CITY AND SEASHORE AS SUMMER RESORTS.

ONE OF A SERIES OF VIEW BOOKS OF
Canadian Scenic Places
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W. G. MACFARLANE,
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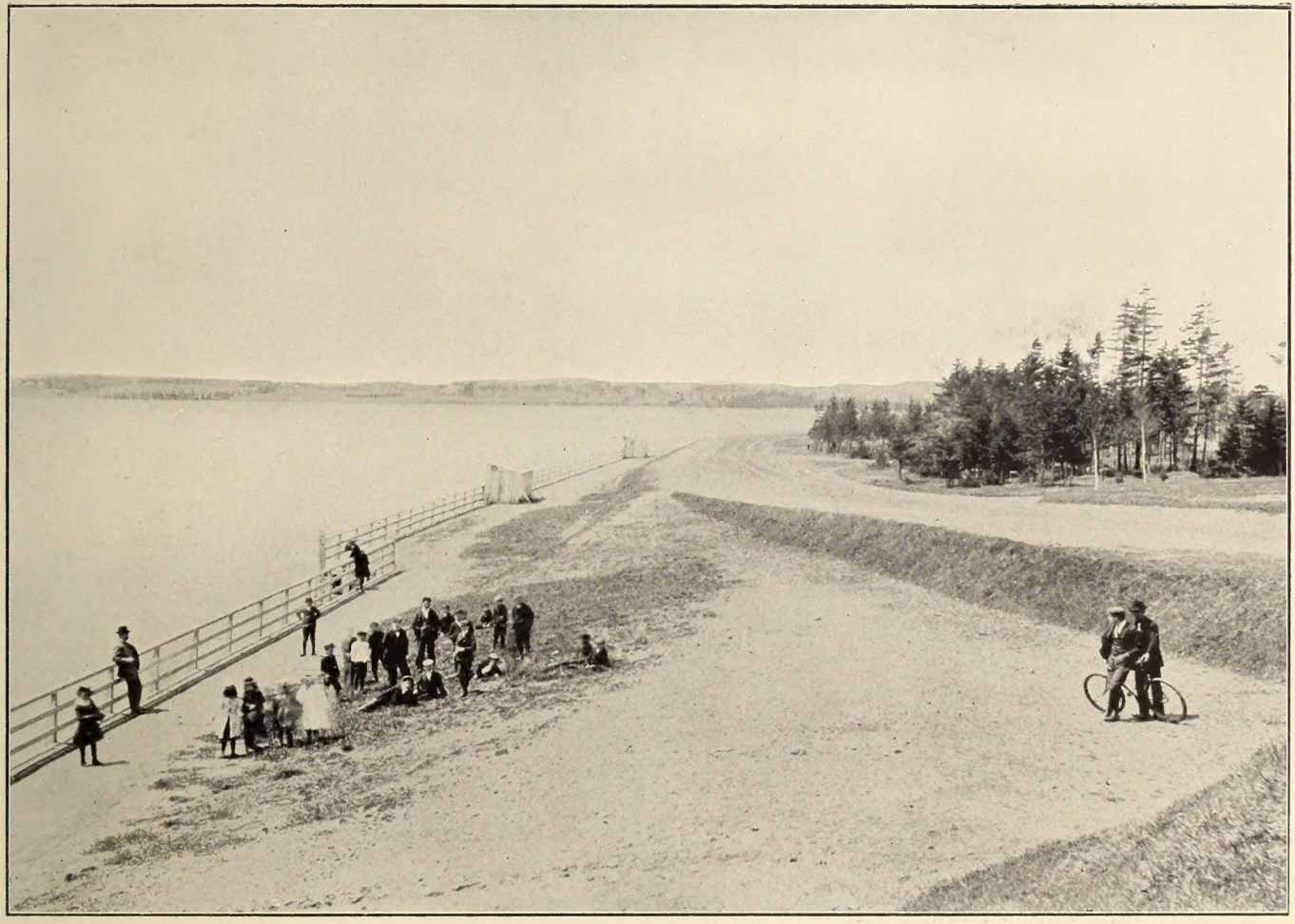
Victoria Row and some Representative Business Blocks.



Park Roadway, Charlottetown.

View East from Post Office, Overlooking Harbor.

THE GARDEN OF THE GULF,

PRINCE EDWARD ISLAND.

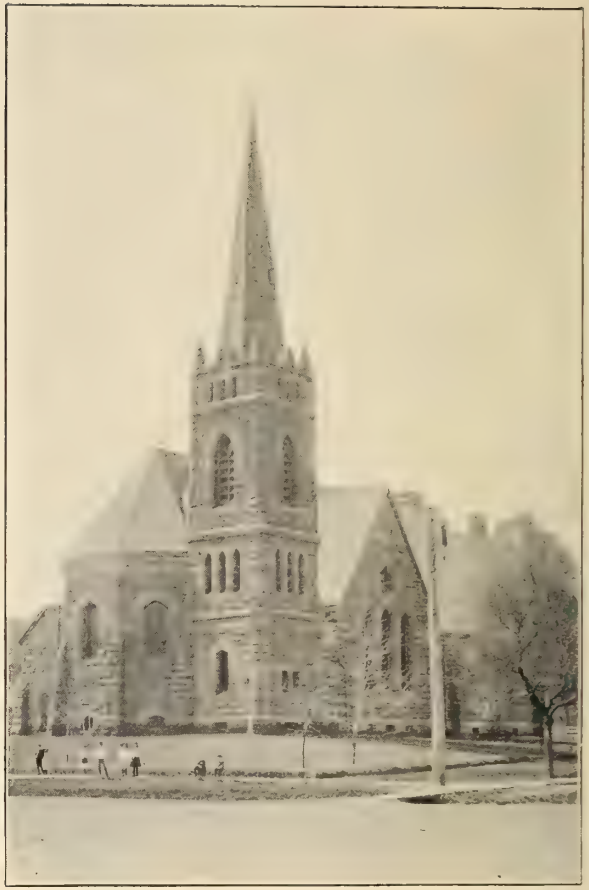
THERE is something very distinctive about Prince Edward Island with its brilliant atmosphere, its depth of color, its luxuriance of foliage. One almost thinks he is in the tropics in that intensely clear air, every object shows so vividly and colors seem to breathe, they have so much life in them. The Island seems to have been steeped in sunshine, giving the earth its deep red hue, the foliage its luxuriant green. It is a veritable garden province and its rolling hills are dotted with happy homesteads and farms.

Charlottetown, the Island's Capital, is a prosperous city of about twelve thousand inhabitants, just emerging into the name and appearance of metropolitan status. It has many things to recommend it to the tourist and sightseer. It is a busy city, situated upon a magnificent harbor, and its wide streets and avenues of shade trees, not to mention its substantial architecture, give it an aristocratic appearance. But the chef d'oeuvre of the city is Queen Square with its Legislative Building in the old colonial style, flanked on either side by the Court House and Post Office. Then facing the square are rows of handsome business blocks. There are few churches in Canada that surpass in magnitude St. Dunstan's R.C. Cathedral. It is a magnificent structure and the architectural feature of the city. St. Paul's (Anglican) and St. James (Presbyterian) are also fine edifices. Among the other notable buildings are Prince of Wales College, Bishop's Palace, City Hall,

The Seats of Authority, the Colonial Building, Court House and Post Office.

Fort Edward and the Dogs of War.

St. James Presbyterian Church.



St. Paul's Anglican Church.

Masonic Temple, Prince Edward Island and Charlottetown Hospitals and the Public Schools.

On the western shore is Victoria Park, a delightful recreation ground, with its pretty drives and lawns for sports. It is approached by a breezy roadway and at its entrance are the guns and ramparts of Fort Edward.

There are pleasant drives all about Charlottetown and one of the principal ones is that to Warren Farm, the chief historic spot on the Island, the site of the old French Capital, Port La Joie. Now nothing remains but mounds and excavations, while some old relics dug up there are reminders of the French community and of Fort Amherst, which was afterwards built by the English at the spot.

Numerous excursions are offered from Charlottetown by water to various south shore places, and the drives over the rolling hills and along pastoral valleys are charming.

Charlottetown is connected with the outside world by several lines of steamers, including those of the Charlottetown Steam Navigation Co., running to Pictou and Point du Chene. It is the terminus of the Plant Line from Boston and a port of call of the Quebec Steamship Co's Steamer "Campana," running from Montreal to Pictou.

A Typical Summer Scene.

1. Upper Prince Street. 2. St. Dunstan's Cathedral and Bishop's Palace.
3. Queen Square. 4. Market Building.

The New Prince Edward Island Hospital.

Magnificent St. Dunstan's Cathedral.

Kent Street School.

Prince of Wales College.

Merchants Bank.

Panoramic View of Ch

From the Roof of the Prince Street School a magnificent view is to be had of Charlottetown a
and long tongues of land effectually protect thi

etown and Harbor.

s spacious Harbor. Into the Harbor flow three rivers, the York, Elliot and Hillsborough,
e expanse of water from the storms without.

How the Island is reached, Steamers "Northumberland" and "Princess" of the Charlottetown Steam Navigation Company.

THE NORTH SHORE RESORTS.

A BEAUTIFUL drive across the Island from Charlottetown brings one to the charming seaside resorts of the north shore. These are also reached from nearby stations of the Prince Edward Island Railway. Here are fifty miles of white sand dunes or hills that the billows of old Atlantic have piled up and fifty miles of glistening white sand beach as fine as dust and as hard as a billiard board. There is no finer surf bathing in the world, and the facilities are excellent for all kinds of sport, deep sea fishing, trout angling, wild fowl shooting and so on.

Tracadie, Stanhope, Cove Head and Brackley Beach, are almost due north from Charlottetown and about fifteen miles away. These resorts are grouped within a few miles of each other and are all delightful places offering the full list of attractions enumerated and some additional. At Tracadie is the Acadia Hotel and the Tracadie golf links. From here too

The Tracadie Fisheries.

Old Government House Avenue.

the Acadian settlements can be reached in a day's excursion. At Brackley Beach is Shaw's Hotel, at Cove Head is the Cliff House. At Stanhope is the summer residence of Alex. McDonald, of Cincinnati, the Standard Oil magnate. Rustico is further to the west and the Seaside Hotel is located here. This is reached by coach from Charlottetown, or by train to Hunter River.

Summerside, on Bedeque Bay, is the commercial centre of the western end of the Island, and is headquarters for wild fowl shooting in Richmond Bay. Near Summerside is Malpeque, another charming north shore resort. At eastern end of the Island are Souris and Georgetown.

Prince Edward Island is being visited annually by an increasing number of tourists. The trip thereto, whether by direct steamer or by rail and water route via Nova Scotia and New Brunswick towns and cities, is a pleasant and varied one, and on the Island are found every form of summer amusement, excellent hotel accommodation and a climate unsurpassed on the continent. The air is remarkably fresh and buoyant, there is an entire absence of fog and the temperature is cool with breezes always blowing from the Gulf. Were the north shore within easy reach of as large a population as the New Jersey coast resorts it would attract as many hundreds of thousands of tourists and health seekers every year. People, however, are learning to take more extended vacation trips, to hunt out new places and the Island will attract ever increasing throngs.

In the Surf at Tracadie.

A Picturesque Rock at Cavendish, near Rustico.

The Island's Lovely Beaches—At Cavendish.

Fifty Miles of White Sand Dunes.

Abegweit—Cradled by the Wave.

Warren Farm, the Site of the old French Capital, Port La Joie.

A Harvesting Scene in the Land of Sunshine.

The Government Steamer "Stanley," Breaking Through the Ice.

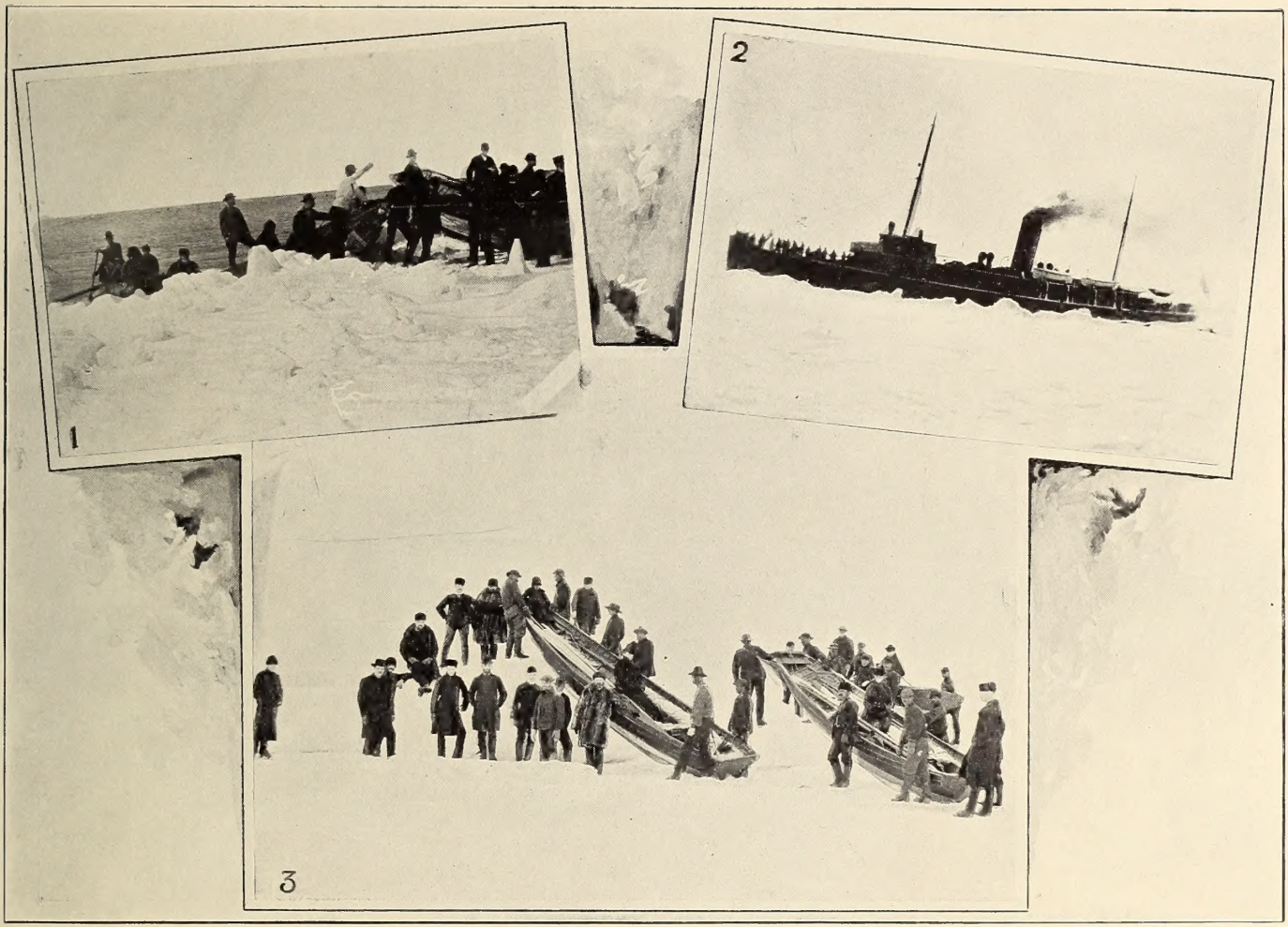
ISLAND COMMUNICATION IN WINTER.

WINTER communication is one of the most engrossing questions with the Islanders. For years they have been agitating for tunnel connection with the mainland, but no practical step has been taken in that direction yet. Navigation across the Straits of Northumberland to the mainland is rendered difficult by the drift ice from the Arctic, which obstructs the passage. The splendid ice-breaking government steamers Minto and Stanley, however, successfully cut the floes and solid ice and keep up regular communication during the winter. It is an exhilarating trip to take and it is interesting to watch the steamers attack a mammoth floe and by repeated assaults force a passage through.

Our illustrations show both the new way and the old way of reaching the Island in winter. Until recently a great deal of the travel was in ice boats crossing between the Capes, Traverse and Tormentine, a distance of nine miles. The standard ice boat is eighteen feet long and five feet wide. It has a double keel, which serves for runners. The crew are hardy, courageous men and the passengers work their passage. Each man is strapped to the boat and starting out from the shore they shove the boat over the hummocks and hollows of the hard ice. Occasionally one of the party drops in an air hole but the strap saves him. Then the boat is at length launched in the channel of the Straits and the oars do the work until the hard ice of the other shore is reached. If there is much "lolly" (a sort of slush which frequently floats in the water to the depth of several feet) the difficulties of the journey are greatly increased.

It takes from three and a half to six or seven hours to cross and on the coldest day crews and passengers arrive at their destination dripping with perspiration.

The Winter Journey at the Capes—The Ice_Boats.



1. Landing from the Ice Boats. 2. The Ice Breaking Steamer "Minto."
3. The Ice Boats and their Crews.

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